

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL

SHANGHAI, NAGASAKI, HIOGO "KLEIST" WEDNESDAY, 30th June, 10 A.M.
and YOKOHAMA Capt. O. FahnkeNAPLES, GENOA, ALGIERS, "PRINZ REG. V. LUITPOLD" THURSDAY, 1st July, 10 A.M.
GIBRALTAR, SOUTHAMPTON, Capt. H. Kirchner
ANTWERP and BREMENMANILA, YAP, NEWGUINEA, "PRINZ SIGISMUND" FRIDAY, 16th July, 10 A.M.
BRISBANE, SYDNEY, and Capt. D. Lenz
MELBOURNEKUDAT and SANDAKAN "BOKHO" Beginning of July.
Capt. Y. Samblit

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA "CALEDON" Bruno 5th July, P.M.

MARSEILLES, VIA PORTS "TOURANE" Lancelotti 5th July, at 1 P.M.

SHANGHAI, KOBE, YOKOHAMA "ERNEST SIMONS" Girard 19th July, P.M.

MARSEILLES, VIA PORTS "ARMAN" BEHIC 20th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPNORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22nd June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

2, John Street, Bedford Row, W.C.

19, Beutuck Street

16, Nanking Road,

Hongkong, 6th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length 515 ft.
Width of Entrance 80 "
Water on Blocks 28 "

No. 2 DOCK.

Docking Length 376 ft.
Width of Entrance 50 "
Water on Blocks 26 "

No. 3 DOCK.

(IN COURSE OF CONSTRUCTION)
Docking Length 481 ft.
Width of Entrance 63 "
Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobbers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, 10B HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th May, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 2, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Voeux Road, Central.

Apply to—
PHIROZSHA B. PETIT & CO.,
or at the premises.
Hongkong, 19th June, 1909.

TO LET.

NOS. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 19th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD. A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 10B, DES VOUEX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE. No. 10, DES VOUEX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Toms & Co.). Rent low.

Apply to—
THE COMPAGNIE DEPARTEMENT, K. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—
S. D. SETNA,
No. 6, Des Voeux Road.
Hongkong, 21st June, 1909.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Voeux Road, Central, Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Recos medicos.

Dirija-se a

GRACA & CO.,

37, Des Voeux Road.
Hongkong, 8th June 1909.

Consignees.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th June, at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th July, or they will not be recognized.

No Fire Insurance has been effected.
ARNHOLD KARBURG & CO.,
Agents.
Hongkong, 24th June, 1909.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIK-4,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 2nd July, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 25th June, 1909.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of July, at 9.30 A.M.

All Claims must reach us before the 6th of July, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 25th June, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ASSAYE,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Moldavia.
From Calcutta, ex S.S. Pashawar.
From Persian Gulf, ex B.L.S.N. and B. & P.S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

R. A. HEWETT,
Superintendent.
Hongkong, 23rd June, 1909.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO,"
FROM MANILA.THE above Steamer bringing on the cargo shipped per
Steamship "GYMERIC,"
from SEATTLE, TACOMA, VICTORIA, VANCOUVER, YOKOHAMA, KOBE and MOJI, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading by the latter steamer for countersignature and to take immediate delivery of their Goods from alongside the Steamer "Oceano."

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 25th June, 1909.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and JAW below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock. Aberdeen.
Waglan. Sai Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tin Kol.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given by Ocean Vessels, on demand, by signal, from the Light-house.

J. G. FONG,
Director.

24th June, 1909.

Intimation.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASES
AND
FILING
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)
ALEXANDRA
BUILDINGS,

28, Queen's Road.

Hongkong, 29th June 1900.

THE ANHUI CONCESSION.

After just four years of dogged obstruction on the part of the Anhui gentry and about as many weeks of personal negotiations at Peking between Sir John Lister Kaye, the Waiwupu and provincial delegates a faint ray of hope falls across the long-drawn-out controversy of the Tungkuanshan concession. The story of Sir John's attempted operations in Anhui goes back as far as 1902; but the present dispute began, practically, in 1904 when the foreign Syndicate formed by Sir John had commenced its attention on the one concession of Tungkuanshan, and the agreement was signed with the Chief Bureau of Commerce in Anhui from which all subsequent trouble has arisen. To enter fully into details of that quarrel would be wearisome. Briefly it may be said that the agreement stipulated that work should be begun at the Tungkuanshan mines within twelve months of the date of sanction by the Imperial Authority, that is to say on June 5, 1905, according to the Syndicate, on May 25 according to the Anhui Bureau. If work were not so begun the whole concession was to be forfeited and the money paid for it be unrecouped. It is admitted that there was some question as to the degree in which work was begun though not as to the fact, on this point, as on that of the date of sanction, the Syndicate's contentions are upheld by the Waiwupu. The native authorities in Ankiang, however, chose to adopt the opposite view, and in spite of generous offers from the Syndicate which a compromise might have been effected, every possible obstacle was thrown in the way of Mr. Maguire, the Syndicate's engineer, to prevent his doing any efficient work. In September, 1905, the departure of Lord Li Ching-fang to take up the post of Chinese Minister in London offered some hope of a settlement as Lord Li is himself an Anhui man and might have been trusted to represent his fellow-provincials' interests fairly. Negotiations were opened in London but without any practical effect; and four or five weeks ago Sir John Lister Kaye, arrived in Peking to make one final effort to arrange a settlement.

During these weeks, as our readers may have noticed, the native Press has referred constantly to the discussions in the capital. But it is already only too clear that the statements of native journals on such questions are to be regarded rather as curiosities than as solid information; and the first trustworthy account of the progress of negotiation is contained in a letter from Sir John Lister Kaye himself to the "Peking Daily News" of June 17. In this letter we are told that "the draft agreement, which contains the proposals for co-operation between the concessionaires of the Tungkuanshan mines and the gentry of Anhui, has been completed, but it has not yet received the approval of the Chinese Government" and a summary of those proposals then follows. It is certainly no exaggeration to say, as Sir John says, that this draft agreement "has been most carefully drawn up with a view to arranging actual co-operation between English and Chinese" in all essentials. "Sovereign rights," which we do not need to be told have proved "one of the most troublesome points of objection," are safeguarded by the proposal that a large sum shall be paid by the concessionaires, as the Imperial Government shall direct, for purchase of the lease of all Government and private lands, not be it objected for the lands themselves, that may be required for the working of the mines, and all such purchases shall be arranged by the Anhui Bureau of Commerce. Accounts are to be under the joint supervision of a British and a Chinese manager, the latter to control all business concerning the Company in regard to Chinese officials, gentry, merchants, and people. "Special provision is made for the employment of as many Chinese as possible," and in regard to the purchase of materials for the mines preference shall be given to Chinese material (the italics are ours) on the condition, of course, of equal quality and prices. Over and above these terms, the draft agreement contemplates the establishment in connection with the mines of a school of mining engineering, wherein Chinese may be trained for the future service of their country, and promises an annual subscription to local charities, in proportion to profits. Finally a generous provision is made for Chinese capitalists by the re-marketing of 100,000 £ deferred shares, to be offered at par to the Chinese public; while at all times it is expressly provided that "the shares of the Company will be available for purchase by anyone in the open market."

Whether the generosity of these proposals will be recognized as readily in Anhui as it is by disinterested onlookers, remains to be seen. It is to be feared that the intransigence of the local gentry has not tended to diminish with lapse of years. The hopes that were based on the influence that Lord Li might be able to exert through the fact of his owning Anhui as his birthplace, have, hitherto, been completely frustrated. So far from his recommendations to compromise being accepted, they have merely earned him opprobrium as a traitor; and there seems to be small guarantee that the delegates in Peking may not similarly be rejected, if they accept the draft agreement. Meanwhile the exact point that has been reached in the negotiations is still uncertain. The introductory paragraph quoted above from Sir John Lister Kaye's letter is misleading; it does not show clearly whether it is the Imperial Government that for the moment withholds consent, or the Anhui delegates who are standing out for still more favourable terms, if such could be devised. In all human probability it may be suspected that the Central Government would only be too thankful to see the controversy adjusted; and if this suspicion be correct, it is earnestly to be hoped that the gentry of Anhui will consider their ways carefully before they reject the offer now made to them. It is idle to pretend that the opposition to the Syndicate is shared by the people of the Tungkuanshan. Every symptom goes to prove that if the mines had gone into full operation there would be

no stir of native miners. Even for the small amount of work that it has been possible to do Mr. Maguire has received many more applications for employment than he has been able to accommodate. "Whatever view the official classes of Anhui may take of the Syndicate's claims, it must be remembered that the latter have been recognized as equitable by the Waiwupu, which has certainly nothing to gain by exasperating the provincials with a partial decision. Once this principle has been established, the draft agreement can be judged on its own merits, not only for the benefit of Anhui, but as a striking instance of that desire for mutual interest and equal opportunities which alone can afford a solid basis for the transactions of foreign enterprise in China.—N. C. D. News.

Entertainment

THEATRE ROYAL.
CITY HALL.

SATURDAY NIGHT, 3rd prox.

GRAND BOXING
Exhibition.

CHINESE v EUROPEANS.

EIGHT ROUNDS.

"KUNG-FOO" (CHINESE) STYLE.

A NOVEL ENTERTAINMENT.

ADMISSION PRICES:

Ring Seats 5/-

Dress Circle 1/-

Pit 1/-

Doors open at 7 P.M.
Commencing at 8 P.M.
Box Plans at Messrs. SINCERE COM-
PANY, Des Voeux Road.
Hongkong, 29th June, 1900.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,

Hongkong, 30th April, 1900.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

11, D'AGUIAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907.

43

GUNS

DIRECT from the manufacturers at lowest

prices, 12 bore Double Breechloaders

from 30/- each. Illustrated catalogue of

latest model Shot Guns, Combination Guns,

Sporting Rifles, &c., post free. D. JAMES &

REYNOLDS, George Street, Mileville, Lon-

dun, E.C. England.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1900, the

rates of Subscription to the Hongkong

Telegraph (daily and weekly issues) will be as

follows—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, pro-

portional. Subscriptions for any period less

than one month will be charged as for a full

month.

The daily issue is delivered free when the

address is accessible to messenger. Pank

subscribers can have their copies delivered

at their residences without any extra charge.

On copies sent by post an additional \$1.20

per quarter is charged for postage.

The postage on the weekly issue to any part

of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly

twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary

Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co. Ltd.

Hongkong, 1st December, 1900.

Intimation.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease, a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WALPOLE'S PREPARATION is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumptions, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

O. C. MOOSA,
1 & 8, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHING.

Samples on application. Cash

Port orders carefully executed.

Hongkong, 30th September, 1900.

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FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

40, D'AGUIAR STREET,

HONGKONG.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading Establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

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follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Telephone 5th August, 1900.

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AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE WORK.

Godmother's Shirts made to order, and On-

ly and Collars reserved on old ones.

Ladies and Children's Under-clothing, Chil-

dren's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiores will also be most grateful

for any PAPERS, or old ENVELOPES to be made

into Books for the Children of the Poor School,

who are taught by the Sisters.

Hongkong, 1st April, 1901.

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HONGKONG AVERAGE MARKET
PRICES.

Corrected 20th June, 1900. cts. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shio

" Breast—Ngau Lam

" Soup, Tong Lok

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—Known per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tan

" Heart—Ngau Sun

" Lump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chal-

lau-keok

Mutton Chop—Yeung Pak Kwai

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

" Brains—Chi Keok

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

Pork Chop—Chi Pak Kwai

" Corned—Ham Ngau Yuk

" Leg—Chi Pei

" Fat or Lard—Chi Yan

Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

Jacking Pigs, To Order—Chi Chai

Suet Beef—Sang Ngau Yan

" Mutton—Sang Yeung Yan

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Siu Kai

Ducks—Ap

Doves—Fan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheng Hoi Ye

Ngo

Musk Deer—Wong Keong

Hare—Tu Chai

Partridge—Chi Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Holchow—Holchow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chai

Intimation.

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GOVERNOR AND HOUSEHOLD.Watson's
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that "WATSON'S HYGIENOL" is the
most potent agent for the destruction of fleas,
especially rat fleas.It has now been proved that Plague is
conveyed to human beings by means of fleas
from rats which have died of this disease.All risk of infection can be avoided by
washing the floors, etc., or sprinkling where
the fleas are likely to be with a dilute solution
of "WATSON'S HYGIENOL." A tea-
spoonful to a pint of water, or a teacupful to
three gallons, makes a solution of the strength
required for this purpose.HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint 50 cents
" " Gallon \$1.00

A. S. WATSON & CO.,

LIMITED,

HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

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NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hing Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
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additional \$1.80 per quarter is charged for postage.The postage on the weekly issue, to any part of
the world is 80 cents per quarter.Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTHS.

On June 15, 1909, at Ichang, to Mr. and
Mrs. A. ROSS, a daughter.On June 21, 1909, to Mr. and Mrs. WILLIAM
MARTIN, a daughter.On June 22, 1909, at Shanghai, to Mr. and
Mrs. FRANCIS P. GERRAGHY, a daughter.

DEATH.

On June 25, 1909, at Shanghai, THERESA,
the beloved wife of A. B. Severin.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 29, 1909.

PRATAS ISLAND.

The following editorial comments appear in
the N. C. D. News of 25th inst.:—Judging by
the telegrams from Tokyo this week the Pratas
Island controversy is in a fair way to arrive at
a settlement. The dispute dates from about
the beginning of last March, at which time a
party of Cantonese fishermen complained that
they had been driven from Pratas Island and the
adjoining waters by Japanese colonists, who had
taken possession of the island (at what time is
not clearly stated but apparently within the last
three years) and were working it for its valu-
able deposits of guano. That Pratas Island is
a Chinese possession, the Japanese Govern-ment was quite prepared to admit; it asked
for documentary evidence, which China
could not produce. There appears, how-
ever, to be no doubt that Chinese dwell-
ings and even a Chinese temple were in
existence on the island when the Japanese
arrived; and although the amazing ferocity
of Chinese officialdom had permitted others
to discover the true value of the island, it was
clearly impossible not to recognize the
Chinese claim. Last Wednesday we were
told that such recognition would be ac-
corded in return for compensation to the
Japanese settlers. To-day a further telegram
states that Commissioners of both nationalities
are about to proceed to the island. The de-
mand for compensation does not appear to be
altogether equitable. That Japan has already
as good as admitted Chinese ownership of
the island, is proved by her expressed willingness
on certain conditions to recognize that fact. In
the light of this admission, the Japanese settlers
stand convicted of trespass and the utmost they
can fairly expect is to receive what profits they
have already amassed. It is yet uncertain whether
China has accepted the idea of compensa-
tion, or whether she merely proposes to buy the
plant on the island. But the latter idea should
certainly afford a sufficient basis for negotiation.

LOCAL AND GENERAL.

THE English, French and German mails of
the 27th and 28th May and 3rd June were de-
livered in London on the 28th inst.TWELVE strokes of the birch and 48 hours' de-
tention was awarded a Chinaman with no
occupation at the Magistracy to-day for assault-
ing a compatriot at Connaught Road West
yesterday.AS THE opium prohibition measures are de-
cided to have been carried out in Shanghai
with much success, the Government proposes
to order all the provinces to adopt the regulat-
ions in force in that province for suppressing opium
smoking.FIFTY dollars was the fine imposed at the
Police Court to-day on Chan Kau, a boatman,
for making fast to the s.s. Zafiri whilst under
way yesterday. Another boatman was fined \$10
for anchoring his boat within the limits of the
Southern Fairway.WITH reference to the piracy in Deep Bay
which took place on the 22nd instant, reference
to which appeared in our last issue, two men
were brought up before Mr. F. A. Harland
(First Police Magistrate) at the Magistracy
this morning and a formal remand was obtained
for a week.THE May shipbuilding returns from Clyde
yards show that the launches during the month
numbered twenty-two, the aggregate tonnage
being 38,500 tons, whereas during May, 1908,
the number of vessels was larger, being twenty-
seven, but their tonnage was only 14,000 tons.
For the first five months of the current year
seventy-seven vessels have been launched, as
compared with 122 last year, but the tonnage
was 21,000 tons more this May.As reported recently in our columns, petroleum
oil has been discovered in a well at Mori-mura,
near Oishi Station on the Haushin Electric
Railway. On the 17th instant Mr. Matsushima,
of Kobe, made an application to the Osaka
District Mining Office for a charter to carry out
a trial working of the petroleum deposit within
a space of about 1,000,000 tubs, of land com-
prising the villages of Iokahama, Tokana,
and Shinohara in the vicinity of Mori-mura,
where the oil was found. Mr. Ogawa, of Nishi-
Nada, has also made a similar application for
a charter over 350,000 tubs of adjoining land.

THE PRATAS ISLAND DISPUTE.

COMMISSION APPOINTED.

Tokio, June 24.

H. E. Chong Jen-chun, the Viceroy at
Canton, has agreed to a joint investigation of
Pratas Island by Chinese and Japanese Com-
missioners with a view to the settlement of
the compensation to be paid to the Japanese
settlers. The Viceroy has appointed a Chinese
Commissioner, and Japan will be represented
by Mr. A. Sekawa, Japanese Consul at Canton,
—N. C. D. News.

CAPTAIN'S SUICIDE AT SEA.

Marseilles, 29 May.

Capt. Boyer, commanding the French mail
steamer *Dumbea*, from Fremantle, which arrived
here this morning, disappeared during the voy-
age when the ship was off Corsica.He was suffering from neurasthenia, believed
to have been brought on by anxiety over a col-
lision which occurred between the *Dumbea* and
another steamer in Bombay Harbour, and it is
believed that he threw himself overboard and
perished. —Reuter.

SHIPPING AND MAILS

MAILS DUE.

Indian (*Latsang*) 5th prox.
Australian (*Talyan*) 14th prox.The P. M. S. S. Co's s.s. *Asia* arrived at San
Francisco on 27th inst.The N. Y. K. s.s. *Kumano Maru*, Australian
Line, left Kobe for this port via Moji and Naga-
saki on 29th inst., and is expected here on 6th
prox.The C. P. R. Co's s.s. *Montezuma* arrived at
Yokohama at 6.30 p.m. on 28th inst., and left
again at 9 p.m., same day for Kobe, where she
is due to arrive at 6 a.m. on 30th inst.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER IN HONGKONG.

Very shortly, it may be expected the labours
of the Macao Boundary Commission will com-
mence in Hongkong. As already reported last
week, the Portuguese Commissioner, General
Joachim Machado, and suite arrived in the
Colony from Lisbon, and has since visited
Macao where the Commissioner is holding a
conference with the Governor of that Colony.
General Machado is expected back in Hong-
kong to-morrow.His Excellency Kao Erh-chien, Chinese Com-
missioner, arrived from Canton by the Chinese
gunboat *Kwang Tsu* at 4.30 p.m. yesterday. H.E.
the Governor sent his Aide-de-Camp, Capt. P.
H. M. Taylor, to meet the cruiser on arrival,
with a letter of welcome to His Excellency.
His Excellency Kao, who is accompanied by
Secretary Wu, and suite, has taken up his
residence at "Glenalee" Buildings during his
stay in Hongkong.At 11 o'clock to-day, Mr. J. J. Leiria, Con-
sul for Portugal in Hongkong, paid an
official visit to H.E. Kao Erh-chien at his re-
sidence. The compliment was returned this
afternoon when, at 3 p.m., His Excellency
Kao, attended by his secretary, Mr. Wu, and
accompanied by Mr. Harris, Commissioner of
the Chinese Imperial Maritime Customs, called
at the Portuguese Consulate and expressed
the hope that the friendly relations initiated
between the two representatives might be as
cordially maintained—a hope which, needless
to say, was very cordially reciprocated.At 12.30 p.m. to-day, the Chinese Com-
missioner made his official call on His Excellency
the Governor.Up to the present nothing has been definite-
ly decided as to the date and place when
and where the Conference is to be held.
These are matters that must be left for
settlement at the preliminary meetings of the
two Commissioners. In the meantime the
agitation in Canton continues unabated. Our
Canton correspondent, in his letter printed
elsewhere in this issue, makes reference to the
meeting in that City, on the 27th inst., con-
vened by the Society for the Protection of Boundary
Rights. Very judiciously, the Viceroy has
prohibited the publication of the report of
proceedings at that meeting lest the minds of
the ignorant natives—distinct from the better
class—might be agitated against the Portu-
guese. Our information derived from trust-
worthy sources in Canton is to the effect that
various resolutions were adopted at the meeting
on Sunday. The most important resolution
deals with the proposal for retaliation in the
event of the Portuguese refusing to surrender
the portions of territory which they are
alleged to have encroached. The meet-
ing also resolved to nominate two de-
legates (since duly appointed) to proceed
to Hongkong with a staff of native clerks whose
business it will be to assist the Chinese Com-
missioner with information, etc. during the
progress of the Conference. It is hardly con-
ceivable that these delegates will be accorded
any official status by the Special Commis-
sioners or be permitted to take part in the deli-
berations of the Commission.

WILD ANIMALS IN KOBE.

ARRIVAL OF A STRANGE CONSORTMENT.

Those in the neighbourhood of the Eastern
Customs Pier on Thursday morning last, 17th
inst., when the *Sanki-maru* arrived in port,
might have seen a strange assortment of wild
beasts and birds being landed from that
vessel. The collection numbered 39 large
and small animals, all from Singapore, com-
prising one young tiger, eight snakes, 21 mon-
keys, two leopards, one orang-outang, one cas-
sowary, two lyxes, two herons, and one copper
pheasant. They were received by Mr. Fukunaga
Zenkichi, of Moto-machi, 1-chome, placed in a
lighter and conveyed to the Eastern Customs
for inspection, subsequently being housed at
Mr. Nishimura's, a bird fancier of Nankin-
machi. The young tiger, having only been
recently captured, is very fierce and snarls
at and attempts to claw anyone who comes
near. The orang-outang, on the contrary,
is quite gentle, and pokes his hand from
the bars of the cage, asking for food. The
snakes are all about 9 or 10 inches in diameter.
They are green-striped and spotted on the back.
The owner of the animals is undecided whether
to send them to the Kyoto Zoological Garden,
to sell them, or to open a menagerie in Kobe.
—Japan Chronicle.

OBSOLETE STAMPS.

For once in a way, the Post Office scored
against Mr. Hendrick Heaton. In answer to
a question by the member for Canterbury, Mr.
Buxton explained that there is no foundation
for the statement that stamps bearing the head
of Queen Victoria are considered obsolete by
the Post Office and purchased accordingly. Were
it not that Nature had framed strange
follies in her time and the Post office strange
regulations, it would be difficult to see how
the impression could get abroad that such a
course could be pursued. A penny stamp is
simply a receipt for the penny that pays for
the carriage of the letter; and receipts do not
become obsolete with the death of the Sovereign.
Obsolete stamps—there are a few varieties
of stamps which have been declared obso-
lete—are far too valuable to be used on letters.
They are sold for fabulous sums to stamp
dealers and collectors, who have created the
science of philately out of the curious perva-
sion which leads men to pay many pounds
for a penny, or even perhaps a trowpenny,
stamp which they can use for any purpose save
that for which it was originally intended. We
have even heard of stamps being issued by
impetuous States which were never meant
for use; they were at once disposed of to the
stamp collectors and withdrawn. But it does
not do for the mere layman to probe too far
into the secrets of the initiated.

VICTORIA RECREATION CLUB.

ANNUAL MEETING.

Mr. T. E. Pearce yesterday afternoon presid-
ed over a large number of members of the
V. R. C. at their annual general meeting held
in the Gymnasium at the Club House. Among
those present were Messrs. T. Meek, M.
McIver, L. E. Lammer, J. Rodger, S. A. Seih
(hon. treasurer), and Frank Lammer (hon.
secretary).The Secretary having read the notice calling
the meeting.The Chairman said it was in May, 1908, that
the V. R. C. moved into the new premises, and
consequently their income and expenditure had
been extraordinary when compared with other
years, and the cost of running the new and
larger premises had been experimental. The
treasurer, Mr. Seih, has gone to a great deal of
trouble in preparing a new set of books and
putting the accounts on a more satisfactory
basis. The Club's best bats were due to him
for his painstaking work. There were some
items in the accounts that differed widely from
last year's, and needed some explanation. It
was very pleasing to find that in the general
working account they were able to show a
credit balance of \$2,000. This was accounted
for principally by an increase in subscriptions
and entrance fees of some \$1,000. That was
satisfactory, but he would point out that
all the expenses had increased, and would
increase further. Their new premises re-
quired a large staff to keep them in good
order, and there was always minor additions
and repairs to be made. Next year they would
have the new swimming bath, and further addi-
tions would have to be made to the staff. The
committee did not see how it was possible
to diminish these expenses. Very soon they
would have to find \$1,200 extra to pay the
interest on the \$20,000 debentures they were
raising with which to erect a new bath, and
they would want to pay a certain number of
there yearly. One of the problems that the
new committee would have to solve was the
raising of more funds, and he expected that the
members would find they would have to pay a
larger subscription. It would be admitted
that this was a cheap club. The present sub-
scription, \$15 per annum, was not commensu-
rate with the benefits that they got from
the equipment provided, and more so would
that be when the new swimming bath was
erected. The matter would have to be gone
carefully into, but meanwhile it was satisfactory
to find that they had a balance on the right
side. There was a small loss on the athletic
sports of \$32, but they could not cavil at this
remembering the good afternoon's sport which
was provided. Their best thanks were again
due to the numerous friends who had provided
prizes, and who subscribed to the funds for pro-
moting the sports. The aquatic sports appear-
ed to be the most popular and the playing branch
of the establishment, and he thought this would
be more so in the future. The V. R. C. were not
successful in the Water Polo Shield Competition,
but both the teams were well up in the list when
the finals were played at \$26,167.62. This amount
was \$196.89 more than the amount at last year's
summary. The \$266.60 cash overdraft was
merely a book explanation. Certain cheques
were drawn before the accounts were closed in
payment of sundry accounts pertaining to 1908.
These cheques were debited "cash" in the
books, and credited to bank as on 31st Decem-
ber, 1908, hence the debit balance of bank
account in the books. Referring to the rowing
branch, the speaker remarked that whilst they
were not successful at Canton and not as
successful in the Hongkong Regatta as they
could have wished, it augured well for the
future when they read that there was more in-
terest taken in rowing, and that more members
were using the boats. When next season's
rowing came along they hoped to again see the
V. R. C. at the head. He should like to mention
their indebtedness to the Yacht Club for the
loan of one of their boats. The sporting spirit
shown was much appreciated. With regard to
gymnastics, it seemed a pity that more use was
not made of the very fine room and apparatus
supplied. The speaker said he had nothing
further to add, but would be willing to answer
any questions to the best of his ability
(Applause).There being no questions, the Chairman
moved the adoption of the report and accounts.
Mr. W. S. Bailey seconded.

Agreed.

Mr. A. Rodger was re-elected Chairman on
the motion of Mr. F. Lammer seconded by
Mr. Meek; Mr. F. Lammer as hon. secretary
on the motion of Mr. Carroll seconded by Mr.
Ellis.The election of Mr. C. D. Silas as hon. treas-
urer was adopted on the motion of Mr. L. E.
Lammer, seconded by Mr. C. J. Cooke.

NEW COMMITTEES.

The following members of the general com-
mittee were then elected by ballot—Messrs. J.
Rodger, L. E. Lammer, T. E. Pearce, T.
Meek, M. McIver, W. A. Crake, A. N. Kemp,
H. B. Bridger and C. B. Franklin.A ballot was then taken for a balloting com-
mittee, the result being that the following
members were elected—Messrs. J. A. S.
Alves, A. A. Alves, A. E. S. Alves, J. Cruick-
shank, A. P. McIver, A. Seih, R. L. Bridger,
S. C. MacNider, A. Patterson.The Chairman—That is all the official busi-
ness, gentlemen, I will now ask Mr. Meek
to report on the swimming bath.Mr. Meek informed the meeting that out of
800 debentures, 650 had been taken up, which
gave an amount of \$16,500. That number of
debentures had been taken up by 156 members
only, which meant that some had been very
liberal, while a great number of members had
taken none. Application forms were still to be
had, and he hoped that those members who had
not made one of them would proceed to do so.
They had quite sufficient money at present to
make the proposed bath, but he did not like to
see a thing started unless they could accomplish
it without a debit balance.In reply to a question by a member, Mr.
Meek stated that they only had a rough estimatefrom the architect. \$30,000 would be more than
wanted. Final tenders, when preliminary
were decided, would be put out to competition
among different contractors. He had not the
least doubt that when competition came along
the cost of the bath would be within \$30,000.
The usual vote of thanks to the outgoing
Committee brought the meeting to a close.

HONGKONG GARRISON TEAM.

ARRIVAL IN KOBE.

The Hongkong Garrison team arrived at Ko-
be by train yesterday morning from Yokohama,
reports the *Japan Chronicle*, of 22nd inst., and
were met at the station by members of the
K.C.C. and others. A more depressing day
than that on which the visitors arrived in Kobe
could hardly be imagined, but it is hoped that
the weather will be fine enough during the re-
mainder of the programme being carried out.
The tennis matches originally fixed for Mon-
day and Tuesday are now down to be played
to-day and to-morrow, while Thursday and
Friday is devoted to cricket. The L.C.C. din-
ner in honour of the Hongkong visitors will be
given on Friday evening at the Oriental Hotel.
The following is the programme of the lawn
tennis matches:—Doubles to be played this afternoon, com-
mencing at 3.00. Captain Beatty and Lieu-
tenant Byrne play Messrs. C. J. Lucas and J.
M. Mollison, at Kobe. Captain Brierly and
Lieutenant Whyte play Messrs. R. G. Crane
and S. Stephens, at Miruma. Captain Baird
and Lieutenant Salterwhite play Messrs. J.
E. Crane and T. D. Wright, at Miruma. Cap-
tain Garnett and Lieutenant Bagnall play
Messrs. G. Millward and H. V. Wilkinson, at
Kobe.Singles to be played to-morrow morning,
commencing at 10.30. Cap. Beatty plays
Mr. J. M. Mollison, at Kobe. Lieutenant
Whyte plays Mr. T. D. Wright, at Miruma.
Lieutenant Salterwhite plays Mr. S. Stephens,
at Miruma. Lieutenant Bagnall plays Mr. H.
V. Wilkinson, at Kobe.Singles to be played to-morrow afternoon,
commencing at 3.00. Lieutenant Byrne plays
Mr. R. G. Crane, at Miruma. Cap. Brierly
plays Mr. C. J. Lucas, at Kobe. Cap. Baird
plays Mr. G. Millward, at Kobe. Cap. Gar-
nett plays Mr. J. E. Crane, at Miruma.COALING STATION AT
KOH-SI-CHANG.It will be remembered that until the begin-
ning of the present year the Norddeutscher
Lloyd had a coaling station at Koh-si-Chang.
The coal was brought from Pulo Laut by
steamer and stored in two large hulks, from
whence it was supplied to ships. This ar-
rangement was in force for about two years but
did not altogether prove the success that it
was hoped it would and for that reason was
given up. We learn, however, that it is to
be re-opened very shortly, although not on
such an extensive scale as before but merely
to supply coal to the company's large and
ever-growing fleet of steam-lighters and
launches. Captain H. Krebs, the Company's
Marine Superintendent, who is well known in
Bangkok, is expected here shortly when all the
arrangements will be completed. We under-
stand that the s.s. *Singara* will be put on a
regular run between this, Singapore and Palo
Laut, whence the coal comes. She will take
rice or other cargoes to Singapore and thence
proceed to Palo Laut whence she will bring
coal here. —Siam Observer.

SEARCH FOR A CONTINENT.

GERMAN EXPEDITION TO EXPLORE WHERE
ASIA AND AUSTRALIA MET IN THE LONG AGO.

Singapore, May 2.

Scientists have long debated the theory that
the dividing line between the animal kingdom
of Australia and that of Asia runs westward of
the Philippines through the channel that di-
vides Borneo and Celebes and on into the
Lombok Straits. Dr. Alfred Russel Wallace
and others have written learnedly thereon,
but no finality of opinion has been established.A party of German scientists will set out,
therefore, in a few days to explore the territory
and study the geological strata and fauna,
with a view to extending human knowledge in
this particular. They will seek to decide
there was once an Australian continent linking
the Australia of to-day with Asia. Of this lost
continent there remains a chain of islands,
notably Lombok and Celebes.Thither the new expedition will turn. Pre-
vious investigations have tended to show that
the animals from Australia met the Indian
types near Celebes on this submerged continent.
Dutch naturalists have in recent years come
to the conclusion that to run the dividing line
through the Lombok Straits is erroneous, for
Max Weber, a Dutch investigator, has shown
that the Indian fauna is overruling Lombok
and is crowding out the Australian forms of
animal life. In the northern Celebes distinct
animals of the Australian type are found, but
the Asiatic types are most numerous in the
southern part.Geologists say the old continent broke up in
the diluvial period, but zoologists fix it earlier
in Tertiary times. With these difficulties of
investigation the expedition will wrestle in Bali,
Lombok, and north Celebes. Dr. Elbert, who
recently headed the search for remains of the
missing link in Java, is leading this fresh enter-
prise. —Pall Mall Gazette.

TALE OF THE SEA.

A floating bottle, tightly corked, has been
rescued from the sea at Tanjong Pagar, says
the *Singapore Free Press*. It contained a paper,
part of which was illegible, but what could be
understood was: "Lost in the New Guinea
Islands. J. F. Palmerton-Clap—Latitude fifty
degrees, thirty minutes."The Master Attendant is endeavouring to
find out whether any of the *Glacier* liners were in
those waters recently in order to identify the
same gives.

CANTON DAY BY DAY.

THE PARACELS.

[From Our Own Correspondent.]

Canton, 28th June.

In connection with the scheme for the
development of the Paracel Islands, the Canton
officials have purchased a steam-launch
from a certain German firm for the purpose of
maintaining a service between the group of
islands and Canton. This vessel is now lying
in Canton Harbour. Admiral Li Chun visited
her on the 24th instant.

INSPECTOR OF FINANCE.

A telegram has been received from Shanghai
by the Canton officials that the newly-appointed
Inspector of Finance at Canton will leave
Shanghai for the South by the steamer *Tai
Shan* on the 15th day of this month and is ex-
pected to arrive at his destination in the course
of ten days.

THE DELIMITATION OF MACAO.

Yesterday afternoon, H.E. Ko Yu Hsin, the
Chinese Commissioner appointed to conduct
negotiations with the Portuguese Government
on the question of the delimitation of Macao,
accompanied by Captain Wu and two other
officials, proceeded to Hongkong by the cruiser
Nianpi. It is expected that H.E. Ko will
very shortly enter into the long-outstanding
question with the Portuguese Commissioner,
General Joachim Machado.SOCIETY FOR PROTECTION OF BOUNDARY
RIGHTS.Yesterday, the Canton Society for the Pro-
tection of Boundary Rights held a meeting at
Ming Lun Tong to discuss matters in con-
nection with the Macao Delimitation question. It
was decided that certain members of the Society
should be deputed to accompany the Special
Delimitation Commissioner appointed to con-
duct negotiations with the Portuguese Govern-
ment. It is reported that certain other resolutions
have been passed at the meeting but these are
withheld from publication.

A MISSIONARY CASE.

It is reported that the case in which an
American missionary while on his way to
preach a sermon on board a boat in Sam Kong
in Namhoi district was attacked by the vil-
lagers, has now been settled satisfactorily. The
Chinese officials have promised a sum of \$1,500
to be paid as compensation to the missionary.

FOREIGN AFFAIRS AT CANTON.

H.E. Viceroy Chang Jen Chun has wired to
Peking asking for the services of Mr. Fo Jui
Chiu to be transferred to Canton as Secretary
of Foreign Affairs to be in charge of the Canton
Bureau of Foreign Affairs to fill the vacancy
created by the transfer of Taotai Im Ku.

OUTBREAK OF PLAGUE.

During the last two months, several cases of
plague have occurred in the city of Canton, but
since the beginning of the 5th moon, the
epidemic seems to have gradually decreased.

COTTON YARN.

INCREASED OUTPUT IN JAPAN.

In reference to the situation of the cotton
yarn trade, the *Osaka Asahi* remarks that the
monthly output of yarn in Japan has lately in-
creased to unprecedentedly high figures, while
the dull season for the product has now be-
gun, so that little business has been doing
either for export or for the home demand.
Yet a scarcity of supply has been experienced
for spot delivery. This unusual condition
of the market may be explained by the
excessive sales contracted for forward delivery.
When the yarn market became depressed some
months ago, exporters made speculative pur-
chases on the one hand and the spinning com-
panies devoted their energies to effecting sales
on the other, taking contracts for the nearest
delivery in May and June. Little business
was done for export last month, but a
very large shipment was made of yarn
purchased previously. This tendency has
been maintained this month, the export of
yarn from Osaka and Kobe amounting to
3,358 bales in one week. Spinning companies
generally hold few contracts for forward delivery
for export at this month. In summer the
output of yarn usually falls off, but this year the
regular decrease in the production may not be
seen, owing to the operations of spindles being
extended by some spinning companies, so that
the supply of yarn will gradually increase
during the next half-year.

THE LEGISLATIVE COUNCIL.

There will be a meeting of the Legislative
Council on Thursday, at 2.30 p.m., when the
following business will be transacted:—

BUSINESS.

Financial Minutes. (Nos. 29 and 30.)
Report of the Finance Committee. (No. 8.)
The Attorney General will move the first
reading of a Bill entitled "An Ordinance to
regulate the construction and management of
railways; an Ordinance to amend the
"Stonecutters' Island Ordinance, 1889; an Or-
dinance to amend the Companies (Local Re-
gisters) Ordinance, 1907; an Ordinance to
amend the Interpretation Amendment Ordi-
nance, 1908; Second reading of the Bill entitled
"An Ordinance to amend the Stamp Ordinance
1901 as amended by The Stamp (Amendment)
Ordinance 1902; and Committee on the Bill
entitled "An Ordinance to amend the Patents
Ordinance 1892."

Hon. Mr. W. J. Grassie

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

MISSIONARIES IN CHINA.

PROPOSED TREATY REVISION.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

The Grand Council has instructed the Waiwup to revise the Treaties in respect to the preaching of Christianity in China.

The Waiwup observing difficulties in the way has not yet made any reply.

CHIHLI VICEROYALTY.

TUAN FANG MENTIONED.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

It is proposed by the Grand Council to appoint Vic.roy Tuan Fang as Vic.roy of Chihli. H.E. Tuan's place being filled by Chiu Yee-sun, Viceroy ofzechuan.

TEA.

FREE OF DUTY TO U.S.A.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

H.F. Wu Ting Fang, Chinese Minister to Washington, has reported that the United States Government has revised the Customs regulations so that tea from China may be imported duty free into the United States of America.

VICEROY OF HUKWANG.

GOVERNMENT SOLICITOUS.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

An Imperial decree has been issued inquiring after the state of health of H.E. Chan Kwei-lung, Viceroy of Hukwang.

OBITUARY.

G. VERNOR OF HONAN.

[By courtesy of the "Sheung Po"]

J. Kaifeng (Honan), 28th June. H.E. Ng Chung-hi, Governor of Honan, is dead.

COPPER MINING IN CHINA.

RICH DEPOSITS DISCOVERED.

The British Consul at Kiukiang, in China, reporting on the trade of that district, states that the richness of Kan Chou in copper deposits and their very high value have been amply proved by the investigations of an expert mining engineer engaged by the Chinese provincial Government. The copper exists under most extraordinary conditions, probably resulting from an expansion of gases in the interior of the earth pushing the granite to the surface and bringing with it masses of sulphur, which, gradually evaporating, left the deposits of copper.

The hills where the copper is found, called Chang Pai Ling, have previously been unsuccessfully worked by Chinese mining engineers, who sank their shafts in the wrong places, apparently mistaking stone coloured by iron for copper. The ore veins in these hills are in some places 9 feet wide. The most important deposits are the low-grade ores, in which are embedded blocks of rich ore, the former being themselves embedded in barren stone. These blocks of rich ore near the surface indicate continuous veins at a depth of about 150 ft. The samples obtained contained 30 to 40 per cent of copper. The Chinese engineers have reached a depth of about 75 ft., and with their present primitive methods they will not be able to go much deeper. They must therefore stop altogether or continue on modern scientific lines. If the mine were properly equipped with machinery to sink a shaft in the northern hill to a depth of 200 ft., and another in the northern conglomerate hills to a depth of 240 ft., it is practically certain, says the Consul, that both ores and natural copper would be found. The existing shafts prove that there is ore for 300 ft., carrying also some silver, and the deepest points show improvement. Metallic copper is found in paying quantities in the conglomerate hill, and the geological indications are that under this hill, will be found the same vein with rich ore as is now mined in the shafts in the northern property. Proving the existence of the mineral ore vein under this conglomerate hill would show that the vein must continue for over 3,000 ft. from the shafts made by the Chinese engineers; and this would constitute a mine of great wealth.

PIRACY OF TRADE-MARKS.

An interesting example of the continued piracy of trade-marks is reported to us, says the *Japan Chronicle*. Messrs. Winsor & Newton, the well-known manufacturers of artist colours, registered their trade-mark consisting of "new" in Japan some few years ago, and also registered their name and add. as a trade-mark. It was recently discovered that colours bearing Messrs. Winsor & Newton's trade-mark and name had not long since been sold to the Imperial Government. Railways such colours not being the genuine article, but evidently manufactured in Japan. The matter has now been put in the hands of the Public Prosecutor, who has made search on the premises of two Japanese and found some of the colours, and a criminal information will shortly be laid. The imitations are reported to be very good reproductions of the original mark and were accepted by the Railway Bureau as genuine. Action has been taken in the name of Mr. W. A. de Havilland as registered agent for Messrs. Winsor & Newton, and Dr. Hatoyama has been engaged as counsel.

As our readers will be aware, discovery was recently made of fraudulent imitations of Messrs. Hubbs' well-known paint being sold to another Government department. We should have thought the Government departments would have had some means of discovering whether they were getting the genuine article, but if these official bodies are deceived it may be estimated that the deception of the general purchaser is fairly wide.

FRISCO'S NEW CHINATOWN.

When the earthquake of April, 1906, was followed by the fire which destroyed San Francisco, its citizens congratulated themselves that "Chinatown was gone." These congratulations were caused by the fact that San Francisco's old Chinatown was no more and unsanitary.

It was so malodorous, says the *Bohemian*, that it affected the value of property around its borders. It was in the heart of the city too. Were the proposal to prevent the return of the Chinese to their old quarter was at first unanimously approved.

Soon there developed opposition. Many Chinese owned the land on which their buildings had stood. When they heard that there was opposition to their rebuilding they complained to their Consul-General. He threatened to make the matter international as being an invasion of treaty rights.

Then too white landlords yearned after their former Chinese tenants. They threatened legal proceedings if those tenants were prevented from returning. Most effective of all was the keen rivalry that sprang up for the possession of San Francisco's Chinese colony.

Los Angeles with 300,000 and Oakland with 200,000 inhabitants strongly desired to add San Francisco's 30,000 Chinese to their population. After the disaster Oakland did for a time house them all, but Los Angeles began bidding for them.

San Francisco contemplated the auction with mingled feelings. She was quite willing to dispose with what was not wanted, but when she found that her former undesirables were sought for by two rival cities she concluded she wanted them herself.

Many of the Chinese land owners were insured, some of them in companies which paid in full and promptly, and some of the Chinese were so anxious to rebuild that they paid as much as \$5 an hour to interpreters in the tedious and complicated business of adjusting fire losses.

When they received their insurance money they went to work, and some of the first buildings erected after the disaster were in Chinatown. This involved their paying the enormous wages demanded by mechanics—as high as \$6 a day for bricklayers, which they did without a murmur.

This was for them the approval of the labour unionists, who worked on the despised Chinaman's buildings just as readily as they did on those of the whites. It also won them the approval of the white land owners who were struggling against equal difficulties to rehabilitate their own shattered fortunes and to rebuild the city.

When it became apparent that the wealthier Chinese intended not only to rebuild but to construct an Oriental quarter which would far surpass the old architectural beauty the last opposition disappeared and the attitude of the American toward the Orientals became quite friendly.

Among the various features of the old Chinatown not yet provided for in the new is the theatre. In the old Chinatown there were two large theatres. As yet they have not been replaced, but a site is prepared at the corner of Clay and Stockton Streets, and plans have been drawn for a building which is to cost \$75,000 and will be far superior to either of the old.

The theatres in San Francisco's Chinatown were famous, and in the audiences there were always a large number of whites. The plays are historical, usually taking up a dynasty and accompanying it to its end, even if it occupies ten years or ten centuries. The plays are filled with magnificent pageants and the actors garbed in gorgeous costumes.

The new Chinatown contains no joss houses. In the old Chinatown there were half a dozen of these gorgeous temples, and the absence of these places of devotion excites comment.

The Chinaman is practical before everything. When you interrogate the dwellers in Chinatown about the absence of the joss house they reply that they are not any less religious than they were but they think that shops, dwellings and schools ought to be built before temples.

To show the up-to-dateness of Chinatown, the San Francisco Telephone Company has a Chinese "Central." In the telephone book there are over five hundred numbers belonging to Chinese subscribers. In this book the names and numbers appear both in Chinese and in ordinary characters.

THE AMERICAN FLEET IN YOKOHAMA.

SATISFACTORY END OF AN UNPLEASANT INCIDENT.

The *Japan Advertiser* of June 17 has obtained reliable information as to the result of the recent court-martial on board the U.S. *Galveston*. From the text of the Court's finding, it appears that only one man was finally charged with the offence, but so far it has not been possible to ascertain whether this was Gunner Hutchinson or Boatswain Dale, both of whom were originally supposed to be implicated. The conclusions of the Court are embodied in the following words:

"The conduct of the accused throughout the investigation of the illegal disposition of Government property, for which he is charged, has been so frank and open that it is very clear to the reviewing authority that there was no criminal intent on the part of the accused. There is a grave doubt also as to the knowledge on the part of the accused that the sale was even unlawful. The testimony of a commissioned officer before the Court shows that the same officer was in ignorance of the regulations; further information has come to the reviewing authority since the illegal sale was effected to the effect that in certain instances commissioned officers have received money resulting therefrom holding it as a species of 'slush fund,' although the action was also clearly in ignorance of the regulations. The accused is found guilty in less degree than the charge—guilty of unlawfully selling property of the United States furnished for naval service, and is sentenced to deprivation of liberty on shore for foreign stations for one month, and to lose pay amounting to \$5,000."

This sentence, however, was remitted in view of the impossibility of holding the accused responsible for his ignorance of the regulations. The accused was therefore restored to duty.

COMMERCIAL.

Following are further changes in to-day's share list:—

Shanghai Docks	115 80 b.
Hong Kong Wharves	162 b.
Chinese Engineering	18.20 b.
Sumatras	166 1/2 b.
Kao Cottons	120 1/2 b.
Langkat	1,051 1/2 b.
Peraks	260 1/2 b.

COMMERCIAL EDUCATION IN KOREA.

JAPANESE ENTERPRISE.

The Japanese have a most important and interesting problem before them in the government of Korea, and it is being watched very carefully by all the nations of the world. We can only notice it, says *Engineering*, in so far as it affects the development of industry and commerce in the Far East, but if things progress in Korea at anything like the rate which they have done in Japan, that country will become a factor in Far Eastern problems which cannot be overlooked. The Koreans, however, are neither so intelligent nor so pushing as the Japanese, and therefore changes in the direction of Western civilisation are likely to be slower than they were in Japan. Even the geographical position of Korea increases her difficulties, for she is placed between opposing forces which have made her, in modern times, the cause of two great wars. These must have left their mark not only on the country, but also on the character of the people, and have shown them the necessity of placing themselves somewhat in line with the other countries of the world.

Being under the protection of Japan, Korea has been relieved of the necessity of developing her military and naval power, and, naturally, attention is being paid to commerce and industry, in both of which a very good beginning has been made. The need for education in Western methods has become apparent, and several institutions have been organized which are certain before long to have an effect on the economic conditions of the country. One of these is a commercial school at Seoul, the capital of the country, which owes its inception to the beneficence of a well-known Japanese merchant and financier, who gave sufficient money to place it on a sound basis as regards maintenance and equipment. It began its work about two years ago, but its formal inauguration only took place at the end of last year, in order that the donor might be present.

The proposal was originally submitted by Prince Ito to the Korean Government which was so pleased with it that it turned over for the use of the institution the premises which it occupies, and further promised to give a grant of money annually. The school was, therefore, a joint Japanese-Korean undertaking, and the name Shun-in (good neighbourliness) which had been given to it was a most appropriate one. The school started with five students, but now there were thirty-one in the second year course and, forty-eight in the first year, which is very good, considering the conditions of the country. In addition to the commercial school there is a technical training institute in Seoul, and an agricultural school at Suwon, thus showing that the Koreans intend to follow the example of the Japanese, and lay an educational foundation for their future commerce and industry.

LEPROSY IN CARDIFF.

CHINESE SUFFERER REMOVED TO THE HOSPITAL.

Ah How, a Cardiff Chinaman, until the 1st inst., an inmate of a Bute-st. boarding house, is suffering from leprosy. The case was certified by Dr. Whelan (medical superintendent). The sanitary authority was at once communicated with, and the patient was removed to the Seamen's Hospital and isolated.

Dr. Whelan thinks that Ah How must have been affected in China.

ON A REEF.

STRANGE EXPERIENCE OF A BRITISH STEAMER.

The R. M. S. P. steamer *Trent* arrived in Southampton, water, on the morning of May 22, after a remarkable experience. Three months ago she was reported to Lloyd's as a wreck, having gone aground on a reef on the coast of Colombia; and it was feared that she might be a total loss. The captain, however, did not give up hope, and events have justified his perseverance.

For three months the *Trent* stuck where she had grounded, and those on board went about their duties as if she had been riding free. The ordinary watches were set, the ordinary meal hours observed, the routine of shipboard life was gone through in that period in much the same way as it would have been had the ship for some cause or other been lying in the roadstead under steam.

NO PANIC.

It was a curious experience, said one of the officers, but it was also a nerve-racking experience; and I would not go through the same again for all the money in the world. It was on January 6 that we went aground. The morning was hazy, but not sufficient to cause us to reduce our speed, and we were off Cartagena when the accident happened.

The Salmedra reef is about seven miles off the shore, and is one of those reefs which are a source of constant worry and anxiety to the shipmaster, and incidentally they have been the cause of disaster to other unfortunates. Unbuoyed and badly surveyed they are only shown on small scale charts, and the navigator has got to trust a great deal to his own judgment in avoiding them. We are, of course, familiar with the reef, and by our reckoning we were well clear of them when the vessel struck. It was not the shock that you usually associate with wrecks but a gradual jarring as the ship's bottom ran up the gentle incline of the reef.

The captain was on the bridge at the time, and immediately rang the engines astern, but we were fast. We had some 40 passengers on board, some of them ladies, but there was no panic of any description. The boats were out and over the side instantly, and from the first—thanks to Capt. Bobby's coolness—there was no possibility of disaster, so far as human life was concerned. The position was one of such security that the passengers were not landed until the next day. But the chance of saving the ship seemed remote. The history of such wrecks has been that the vessel was held fast on the rocks till there came heavy weather that finally broke her up.

DIRTY WEATHER.

But from the first Capt. Bobby had a dogged faith in the possibility of the *Trent* floating again, and there never was a question of abandoning her. The dirty weather which looked like the beginning of the end, came sure enough. Heavy seas ran and broke over her, but she remained fast, and, save for the fact that, with every smack of the sea, she thundered, she stood the strain like the good ship she is. There were moments when the most sanguine of us doubted her ability to withstand the buffeting she got, and the boats were over the side and ready to pull away day or night, but the contingency never arose. Of the crew of 160, some 90 were sent home in that period of waiting, whilst the salvage company made its examination.

For three months we lay on that reef—three months that made some of us old men—and on April 2, the salvage company pulled us off. We might have gone into dock, had any of our West Indian dependencies a dock big enough to take us, but such was not the case, and consequently we had the alternative of running up to Newport or coming home under our own steam—and the latter course was decided upon. To steam across the Atlantic with all sorts of unknown injuries to your hull is not the most pleasant of prospects, but, carrying fair weather, we reached England without any mishap. Our speed averaged nine knots, and we rode all the way on an even keel.

This story of an achievement of British seamanship, told, as it is, in the simplest language, conveys, perhaps, an inadequate idea of the splendid work officers and men have accomplished. The officers and men were all that a captain could wish, said Capt. Bobby, and whilst I cannot at present discuss the grounding, I would like to place on record my appreciation of their work. They did credit to their profession.

OIL FUEL.

MENTION IS MADE OF EXTENSIVE FIELDS IN CHINA.

Sir Boverton Redwood, of the Home Office, gave an address on "Liquid Fuel" at the recent sessions of the International Congress of Applied Chemistry.

Within recent years, he said, there had been a growing appreciation of the value of petroleum as fuel, and there was good reason to believe that the output might be increased. Nobody knew what additional stores of oil lay at present concealed in the earth, but it was in the highest degree unlikely that the quantity available was such as to revolutionise the fuel industry.

Mr. Ye Tong Kwai, who spoke on "The Present Attitude and Future of the Chemical Industry in China," said that a syndicate had already been formed to explore a new petroleum field, which was estimated would be one of the largest productive regions in the world.

In the course of an interesting address the speaker said that, according to historical records, alchemy was known in China at least 2,700 years before Christ. Metallurgical work and dyeing carried them back to time immemorial, and the processes of making gunpowder, paper, glass, and porcelain, all originated in China. They had already a complete knowledge of oxygen in the seventh century.

To-day's Advertisements.

AO PUBLICO.

HAVERA, na noite de SABBADO, 3 de Junho p.p., no sala "Luis de Camões" do Club Lusitano, uma recita de caridade, promovida por um grupo dramático do Clube "Vasco da Gama," a favor das vítimas sobreviventes dos terremotos ocorridos recentemente em Portugal.

Os bilhetes d'admissão estão á venda na Secretaria do mesmo Club desde as 6 p.m. do dia 30 do corrente. Aceita-se por cada bilhete qualquer quantia de inferior á uma pataca.

J. J. GELHO,

Secretario,

Club Lusitano.

Hongkong, 29 de Junho de 1909. [50]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"KLEIST."

Captain O. Pabst, will leave for the above places TO-MORROW, the 30th June, at 10 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 29th June, 1909. [5]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1909. [11]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 30th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 29th June, 1909. [6]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 9.30 A.M.

All claims must reach us before the 10th of July, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO

Re S.S. *Sachsen* from Smyrna via Naples.

" *Caboto* " Catania via Port Said.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 29th June, 1909. [5]

BESIEGED BY CANNIBALS.

PERILOUS FLIGHT OF THE CAPITAL OF PORTUGUESE GUINEA.

Lisbon, April 30.

The *Seculo* publishes a long communication from Bissao, the capital of Portuguese Guinea, reporting that, in consequence of a rising of the natives, anarchy reigns throughout the province and the town of Bissao itself is being closely besieged.

It is well known that most of the tribes in that region are cannibals, and that it is their custom on the termination of every battle, to throw themselves on the corpses of their victims and devour them. The wounded suffer the same fearful fate after being ruthlessly dispatched. It can easily be understood that the population is in a state of terror at being surrounded by such fiends. Lately several inhabitants have disappeared, and fears are entertained that they have fallen victims to the natives.

The *Seculo* states that the military forces at Bissao only consist of two companies of infantry, and that they are quite insufficient to make a rally. The Government is asked to send reinforcements immediately.

Intimations.

THE DAIRY FARM CO., LIMITED.

Fine Salted Australian PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 21th June, 1909. [38]

ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA, Sole Agents.

[47]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1909. [12]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m.	10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m.	11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m.	12.45 p.m. to 1.15 p.m. ...Every 15 minutes
1.15 p.m.	1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m.	1.45 p.m. to 2.00 p.m. ...Every 15 minutes
2.00 p.m.	2.00 p.m. to 2.30 p.m. ...Every 15 minutes
2.30 p.m.	2.30 p.m. to 3.00 p.m. ...Every 15 minutes
3.00 p.m.	3.00 p.m. to 3.30 p.m. ...Every 15 minutes
3.30 p.m.	3.30 p.m. to 4.00 p.m. ...Every 15 minutes
4.00 p.m.	4.00 p.m. to 4.30 p.m. ...Every 15 minutes
4.30 p.m.	4.30 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m.	5.00 p.m. to 5.30 p.m. ...Every 15 minutes
5.30 p.m.	5.30 p.m. to 6.00 p.m. ...Every 15 minutes
6.00 p.m.	6.00 p.m. to 6.30 p.m. ...Every 15 minutes
6.30 p.m.	6.30 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m.	7.00 p.m. to 7.30 p.m. ...Every 15 minutes
7.30 p.m.	7.30 p.m. to 8.00 p.m. ...Every 15 minutes
8.00 p.m.	8.00 p.m. to 8.30 p.m. ...Every 15 minutes
8.30 p.m.	8.30 p.m. to 9.00 p.m. ...Every 15 minutes
9.00 p.m.	9.00 p.m. to 9.30 p.m. ...Every 15 minutes
9.30 p.m.	9.30 p.m. to 10.00 p.m. ...Every 15 minutes
10.00 p.m.	10.00 p.m. to 10.30 p.m. ...Every 15 minutes

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "O" 1st Class of Saloon Passengers (termed Intermediate) accommodation and commissariat being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port. Via New York. For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—J. W. URADD, J.A., General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Port.	Steamship.	On.
SHANGHAI	"TUENSANG"	FRIDAY, 2nd July, Noon.
MANILA	"TUENSANG"	FRIDAY, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAMSANG"	SATURDAY, 3rd July, Noon.
AND MOI	"FOOSHING"	SUNDAY, 4th July, Daylight.
SHANGHAI	"YATSHING"	TUESDAY, 6th July, Noon.
YOKOHAMA, PENANG & CALCUTTA	"FOOKSANG"	TUESDAY, 6th July, 3 P.M.
KOBE & YOKOHAMA	"HINSANG"	WEDNESDAY, 7th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 9th July, 4 P.M.
MOI	"CHUNSANG"	SUNDAY, 11th July, Daylight.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers "Kinsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 29th June, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
ILOILO	"SUNGKIANG"	30th June, 4 P.M.
CEBU & ILOILO	"IOHANG"	1st July, Noon.
SHANGHAI	"ANHUI"	1st July, 4 P.M.
BATAVIA, SAMARANG & SOERABAYA	"SHANTUNG"	2nd July, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	2nd July, 4 P.M.
HOIHOW & HAIPHONG	"BINGAN"	4th July, Daylight.
SHANGHAI	"LINAN"	4th July, Noon.
MANILA	"YAN"	6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	6th July, 4 P.M.
SHANGHAI	"CHEMAN"	11th July, Daylight.
MANILA	"TAMING"	13th July, 3 P.M.
MANILA, ZAMBOANGA and USUAL	"TAIWAN"	19th July, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

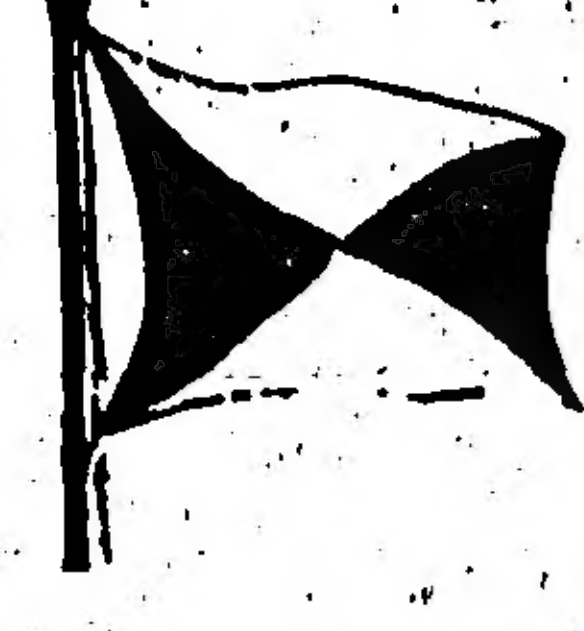
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chennan, Linan, Chihwah), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35. Hongkong, 29th June, 1900.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and cabins—Electric Light—Perfect Cuisine—Burgoon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"CAIRO"	2540	R. Rodger	MANILA	SATURDAY, 3rd July, at Noon.
"RUBI"	2540	R. W. Almond	"	SATURDAY, 10th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 24th June 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU	5,000 tons gross	Sail 1st July, 1900, at 5 P.M.
S.S. AMERICA MARU	5,000 "	30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	5,000 "	26th Oct., 1900, at Noon.
S.S. MANSU MARU	5,000 "	10th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1900.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKO-	"TACOMA MARU"	6,178	SATURDAY, 3rd July.
HAMA	"FITZPATRICK"	4,416	31st do.
Do.	"SEATTLE MARU"	6,178	28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG—SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY, FOCHOW and SHANGHAI	"BUJUN MARU" Capt. Y. Fusano	THURSDAY, 1st July, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIOI MARU" Capt. Yamamoto	SUNDAY, 4th July, at 10 A.M.
SWATOW, AMOY & ANPING	"SOSHU MARU" Capt. K. Sugi	WEDNESDAY, 7th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th June, 1900.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PR. JECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"HINGO MARU," Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOI, KOBE, YOKOHAMA	"KAWACHI MARU," Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNVILLE AND B. ISBAE	"TANGO MARU," Capt. S. Ishikawa, Tons 8000	TUESDAY, 6th July, at 4 P.M.
KOBE AND YOKOHAMA	"AKI MARU," Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU," Capt. N. Mathiasen, Tons 6000	FRIDAY, 9th July, at Noon.
NAGASAKI, MOI, KOBE and YOKOHAMA	"YAWATA MARU," Capt. T. Sekine, Tons 5000	FRIDAY, 6th July, at Noon.
SHANGHAI and KOBE	"ATSUTA MARU," Capt. Wm. Thompson, Tons 5000	FRIDAY, 30th July, at 5 P.M.
	"TOTOMI MARU," Capt. R. Smith, Tons 4000	THURSDAY, 1st July, P.M.

† Cargo only. § Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Hirano Maru	(Capt. H. FRASER)	About Wednesday, 30th June.
Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. MOSES)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1900.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOI RETURN.	NAGASAKI RETURN.
1st Class.....\$120	\$110	\$100	\$90
2nd ".....\$60	\$50	\$40	\$30

Option of rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 25th June, 1900.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARLIGANSHIRE,"

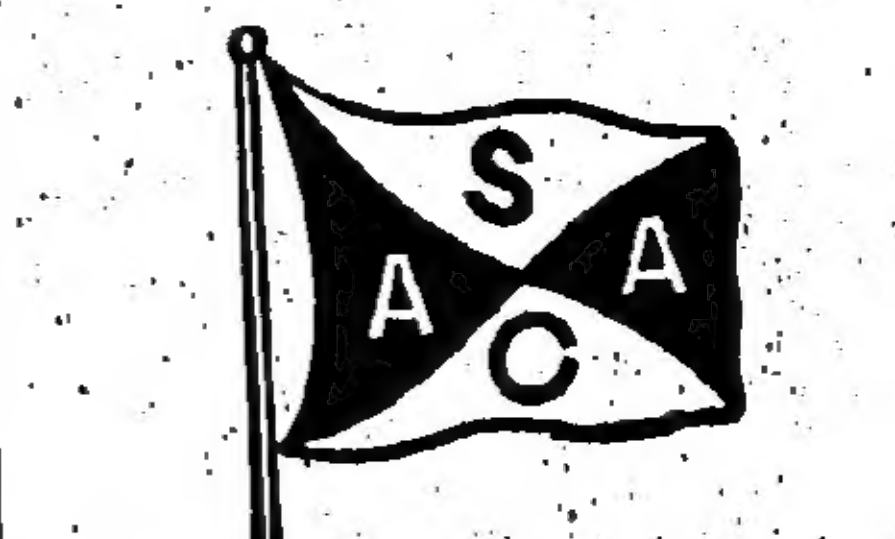
Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 23rd June, 1900.

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HONGKONG—BOSTON—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" On 13th July, 1900.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th June, 1900.

[48]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"

Captain Hayes, will be despatched as above on or about 20th July.

The attention of passengers is drawn to this excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £15.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 23rd June, 1900.

[503]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1900.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1900.

[58]

STRAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 6th April, 1900.

[65]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macedonia," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Esperanza," due in London on 22nd August, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 16th June, 1900.

[4]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano 4,657 F. W. Davies 1900

Kumuk 6,233 J. Mathew 1st July

America 4,363 J. Boyd 20th July

Swire 6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

* For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings Hongkong, 18th June, 1900.

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REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd June, 1900.

[48]

Entimations.

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD. have now 40,000 cubic feet of GOLD STORAGE available at EAST POINT. (Fees will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.)

G. K. HAXTON, Manager.

Hongkong, 6th January, 1900.

[60]

D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARK

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.

"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

225

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

358

VETARZO

[illegible]

VETARZO BLOOD MEDICINE.

[illegible]

Agents for India:—TREAHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
CENTRAL COMMISSION

**THE DRAPERY
EMPORIUM,**

7. *Lamdhurst Terrace.*

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE

USEFUL ARTICLES

CLOTHING, FANCY GOODS
and TOYS

VERY NORMAL RATES.

READY FOR SALE

The Latest Style Goods for Present Season
Gentlemen's and Children's.
HATS, BONNETS (Hat Flowers), RIB-
BONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRT-
INGS, ALPACOS, HOSIERY,
ENGLISH and AMERICAN FOOT-
WEAR, &c. &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.
Hongkong, 16th April, 1909

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY

AMERICAN SYSTEM OF DENTISTRY
224 QUEEN'S ROAD CENTRAL

From the University of Pennsylvania. U

TRAIN TIME

LATEST METHODS OF DENTISTRY

REASONABLE FIRM

Consultation Free